

## BOOKS OF SHIP SPECIFICATIONS

In the course of the past half-dozen years, we have come upon the same number of printed books of specifications for the construction of vessels, and, because this type of publication appears to be little-known outside the shipbuilding industry, we shall here describe our samples at some length. These volumes are generally printed in strictly limited editions and are unknown in the publishing trade; hence they seldom find their way into libraries. Thus their potentialities as sources of historical information have been almost entirely neglected.

When books of this nature were first printed, we have no idea. They were introduced whenever the custom originated for vessel owners to seek competitive bids for the construction of new tonnage, instead of negotiating directly with builders. Probably governments were first to do business in this way; at any rate, the earliest book that we know of is a 53 pp. printed set of specifications for the USFCS ALBATROSS, issued in 1880 by the U.S. Lighthouse Establishment, and now in the National Archives (see "American Neptune" for 1945, p.7).

The oldest volume of our six is called "Specifications for building twin-screw armored battle ship PENNSYLVANIA (sheathed) No. -- for the United States Navy; including specifications for equipment under cognizance of the Bureau of Equipment, and specifications for the installation of ordnance and ordnance outfit." It was printed by the Govt. Printing Office in 1900 for the Bureau of Construction & Repair, and has an index of xxv leaves and 197 numbered leaves of text, all blank on one side. In our copy the name PENNSYLVANIA has been crossed out and replaced with a rubber-stamped VIRGINIA, and the number 13 has been added.

VIRGINIA (BB-13) was authorized in 1899, contracted for with the Newport News S.B. & D.C. Co. in 1901, and commissioned in 1906. The book gives a complete description of all her parts, fittings, and equipment, except for machinery; it has a few manuscript changes, such as "upper deck" for "bridge deck;" but nothing to show that it reflected the final contract award.

It seems likely that volumes of this nature have been prepared for each class of small vessel and each major unit of the

United States Navy since the first steel warships were built in the 1880's, but this is the only volume we have yet seen.

Our next volume in chronological order is titled "Hull specification of a screw steamer." It is a standard set of specs, issued by Russell & Co. of Port Glasgow, and has numerous blanks to be filled in to fit the actual contract. Our copy has a type-written slip pasted across the top of the cover reading "Signed Hull Specification, S/S Nos. 544-545," with "Owner's Copy" added in pen. The vessels concerned are identified inside as the AMERIC and BOVERIC, built for A. Veir & Co. of Glasgow in 1905 and 1906, and the specs set forth agree with the "Lloyd's Register" particulars of AMERIC. The BOVERIC apparently was built 15 feet longer by a modification of this agreement, which is dated 10 Nov. 1904.

In this book, the printed specs, which stake up 38 leaves, represent only the bare minimum of provisions, and the blank sides of the leaves are well annotated with modifications. An interesting feature is that the basic contract called for Builders to supply Owners with a half model showing deckhouses and erections "neatly and tastefully finished," and this has been modified to read "One  $\frac{1}{4}$  scale half model with all fittings complete in handsome case with mirror back for each steamer, silvered on face.

Our next example is also British, but issued by an owner rather than a builder. It is "Specification and conditions for the building of a twin-screw steamship of steel with quadruple expansion engines," Pacific Steam Navigation Co., Liverpool, April 1907. It has 125 numbered leaves, the blank sides being ruled, and has separate indexes for the hull and machinery portions. The name "T.S.S. OROOMA No. 492" has been pencilled on the top of the title page, which identifies

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her as the liner built by Beardmore & Co. of Glasgow in 1908, and the "Lloyd's Register" details confirm this identification.

Our next booklet of specifications was issued in 1917 by the Army Quartermaster General, "Specifications for army launch for use in mine field operations to be known as distribution box boats, "L" Class." It was printed in March 1917 and reprinted in August 1918. There are four plans, followed by 39 leaves of specs, and apparently 21 were built, L-37 to L-44 at Greenport, N.Y., and L-45 to L-57 at Summerville, N.Y., all in 1918. Measuring 64 x 16 x 6½ ft., these were wooden vessels used in making up the connections to the controlled mines that the Army used to defend our coasts with. The only one of our six that describes a wooden vessel, this book is also the only one containing plans. Clause 5-A provided that a neatly finished half model to scale of ½" per foot be furnished for each contract and delivered to "Office of the Quartermaster General, War Department, Washington, D.C." It would be interesting to know if these models can be located today.

Next on our shelf is "Specification for building a steel single screw tank steamer for the United States Shipping Board Emergency Fleet Corporation by Moore Shipbuilding Company, Oakland, Cal. 1918." There are 86 leaves, followed by vii of index. The cover has a notation "Contract No. 436, Hull No. 2227-8-9," which identifies these specs as those of the tankers METON, MEVANIA, and STOCKTON, completed in 1920.

Last item in this series is "Specifications for ferry boat for Key System Transit Company, October, 1925," published by Hibbs, McCauley & Smith, naval architects, San Francisco. With ix pages of Contents, followed by 225 of hull and machinery specs, this volume is the only one of our six without alternate blank pages to facilitate recording changes. The vessels, the YERBA BUENA and PERALTA, by coincidence were built by the Moore Drydock Co. of Oakland, successors to the builders of the three tankers, and were completed in 1927. The PERALTA is now the KALAKALA, on Puget Sound, while the U.S. Army operates the YERBA BUENA on San Francisco Bay.

Except for the detailed descriptions that are customarily given prominent vessels in the monthly shipbuilding periodicals, these books of specifications are the most complete sources available on ships of the past half century. We would appreciate hearing of any others known to our readers.

## THE SHIPBUILDERS OF BATH, MAINE. IV. BATH IRON WORKS, LTD.

We mentioned the Bath Iron Works in January in connection with the Goss Marine Iron Works, taking our information from the account by W.S. Newell in the Historical Transactions of the S.N.A.M.E. Mr. Henry W. Owen Jr. has since sent us some clarifying notes on the origins of the Bath Iron Works, which, like the Hyde Windlass Company, was the creation of General Thomas W. Hyde.

Upon General Hyde's return to his native Bath in 1865, he bought an iron foundry which had been established in 1833, and entered into the business of supplying castings needed in shipbuilding. Here he developed the Hyde windlass, which, tradition says, was first used on the 40-ft schooner ZEPHELY TODD, built at Georgetown Center in 1867. Tradition further states that this same windlass was salvaged after the schooner was lost in a white squall off Monhegan on 25 June 1870 and is still in existence; if so, it should be preserved in a museum.

At any rate, General Hyde's business prospered as sailing ships grew in size and required more complicated machinery about their decks; and in 1884 he incorporated as the Bath Iron Works Ltd. In 1888 the Goss Marine Iron Works was acquired and expanded to include three sets of ways, and the Bath Iron Works was then in a position to build and engine steel vessels.

The following is their list, which has been checked for us by Mr. Owen:

Year	Type	Name	Tons	Navy	No
1890	Wood Steamer	COTTAGE CITY	1885		
1891	Wood Steamer	MANHATTAN	1892		
1892	Wood Sd. Whl.	FRANK JONES	1634		
1892	Dredge	ALLEGHENY	396D		
1893	Stl. Gunboat	MACHIAS	1177D	5	
1893	Stl. Gunboat	CASTINE	1177D	6	
1894	Stl. Steamer	CITY OF LOWELL	2975		
1894	Stl. Stm. Yct.	ELEANOR	803		
1895	Wood Steamer	SALACIA	352		
1896	Steel Ram	KATAHDIN	2155D	-	
1896	Comp. Lightship	No. 66	538D		
1896	Stl. Stm. Yct.	PEREGRINE	246		
1896	Stl. Stm. Yct.	ILLAWARRA	118		
1897	Lightship	No. 68	450		
1897	Lightship	No. 69	450		
1897	Comp. Gunboat	VICKSBURG	1000D	11	
1897	Comp. Gunboat	NEWPORT	1000D	12	
1897	Stl. Steamer	MAYFLOWER	572		
1898	Lightship	No. 71	590D		
1898	Stl. Steamer	WINIFRED	2456		
1899	Iron Tr. Ship	CHESAPEAKE	1175D	-	
1899	Stl. Stm. Yct.	APHRODITE	1147		
1899	Stl. Stm. Yct.	VIRGINIA	441		

(Tonnages marked D are displacement)



## 1900 (all vessels below are steel)

	1900	
Torpedo Boat	CRAVEN	D146 10
Torpedo Boat	DAHLGREN	D146 9
Steam Tug	TRANSFER no.13	322
Steam Tug	TRANSFER no.14	322
	1901	
Torpedo Boat	BAGLEY	D175 24
Torpedo Boat	BARNEY	D175 25
Torpedo Boat	BIDDLE	D175 26
Steamer	CUBA	594
	1902	
Steam Yacht	PANTOOSSET	538
	1903	
Monitor	NEVADA	D3225 8
Cruiser	CHI CAGO	D3200 19
Schooner Barge	SHEENANGO	2365
	1906	
Battleship	GEORGIA	D14,948 15
	1907	
Steamer	CAMDEN	2153
	1908	
Scout Cruiser	CHESTER	D3750 1
	1909	
Destroyer	FLUSSER	D700 20
Destroyer	REID	D700 21
Sid. Whl. Ferry	FERNINANDO GORGES	1312
Steamer	BELFAST	2157
	1910	
Destroyer	PAULDING	D742 22
Destroyer	DRAYTON	D742 23
	1911	
Destroyer	TRIPPE	D742 33
Steamer	MOOSEHEAD	677
Steamer	GOODRIDGE (unmeasured)	
	1912	
Destroyer	JOUETT	D742 41
Destroyer	JENKINS	D742 42
	1913	
Steamer	RANGELEY	652
Destroyer	CASSIN	D1010 43
Destroyer	CUMMINGS	D1010 44
	1914	
Destroyer	McDOUGAL	D1010 54
Steamer	KATAHDIN	120
Sloop Yacht	DEFIANCE (comp.)	87
	1915	
Destroyer	WADSWORTH	D1060 60
Steamer	EMBLANE	471
	1916	
Steam Yacht	WINCHESTER	399
Destroyer	DAVIS	D1071 65
Two car floats	(unmeasured)	
	1917	
Destroyer	ALLEN	D1071 66
Destroyer	MANLEY	D1085 74
Steam Yacht	ISABEL	D531
	1918	
Destroyer	TICKES	D1154 75
Destroyer	PHILIP	D1154 76

## 1918 (continued)

Destroyer	WOOLSEY	D1154 77
Destroyer	EVANS	D1154 78
	1919	
Destroyer	BUCHANAN	D1154 131
Destroyer	AARON WARD	D1154 132
Destroyer	HALE	D1154 133
Destroyer	CROWNINSHIELD	D1154 134
	1920	
Destroyer	PREBLE	D1215 345
Destroyer	SICARD	D1215 346
Destroyer	PRUITT	D1215 347
Steamer	A.L.KENT	6213
	1921	
Steamer	THOMAS P. BEAL	6216
	1923	
Steamer	ISLANDER	1089
Six Lightships (1923-1924)		775 each
	1924	
Gas Yacht	ARAS	184
Wood Sloop	ROMANY (yacht) (unmeasured)	
	1925	
Steamer	NOBSKA	1082
Gas Yacht	YOHO	20
Gas Yacht	HELENA II (Wood)	28
Sixteen wooden schooner yachts		20 each:
ACUSHLA	FEI-SEEN	SEAFARER
ANYEE	FLYING FISH	SEA FOX
CALLIOPE	MARGARET MARY	SEVEN SEAS
CYGNET	NOKOMIS	SHEARWATER
DIAMOND W	SAGHAYA	VENTURER
	CHARMIAN	

The wooden vessels built in the 1890's were subcontracted as to hulls to the New England Company. Among the vessels built at the Bath Iron Works were many "firsts," particularly in engineering particulars. The WINIFRED was the first ocean-going tramp freighter built in this country, and the 66 was the first composite, electrically-lighted lightship. The CAMDEN and BELFAST were the second and third turbine-engined vessels built in America; the CHESTER had the first Parsons turbines in the U.S. Navy; and the WADSWORTH had the first geared-turbine installation in the Navy.

In the days before World War I the plant also built pulp and paper mill machinery and penstocks and standpipes for hydroelectric plants. General Hyde died in November 1899, and his son John S. Hyde took over control. The Hyde Windlass Company was split off as an independent concern, and in 1917, after the death of John S. Hyde, the Bath Iron Works Ltd. became a publicly-owned corporation with a funded debt.

The cessation of naval construction after 1918 was a severe blow to the corporation, and although it went into locomotive repair work in 1923 and 1924 for the New Haven and



Maine Central, the company slipped into receivership. The 1925 operations were conducted by the receivers, the last major work being the construction of the Sewanhaka Corinthians, a one-design class of small schooner yachts. In September 1925 the plant was sold to a firm of used-machinery dealers who stripped the plant of tools and equipment and resold the ground and buildings to the New England Public Service Co. and the Keyes Fibre Co.

Subsequent reconstruction of the plant by the Bath Iron Works Corp., which was incorporated in October 1927 and is still operating it, is another story, which we hope to cover in LOG CHIPS at some future date.

#### MORE ON GOSS, SAWYER, PACKARD, etc.

We omitted three 1871 vessels from the list on p.85. Between PEACEDALE and YOSEMITE, insert the following:

3mSch JESSE MURDOCK	360
Bark ALDEN BESSE	842
3mSch JOHN E. SANFORD	425

On p.86, W.A.HOLCOMB and the three below her were built in 1875. We thank F.W. Thober and H.W.Owen Jr. for pointing these out. Mr.Owen writes further that he much doubts that the 1866 vessels were built by Goss & White. B.L.White was a connection by marriage of Captain Goss and a small builder on his own account in the 1860's.

There is some interesting testimony by Harry B.Sawyer of the Kelley-Spear Co. in the Senate Commerce Committee Hearings on the U.S.Shipping Board Emergency Fleet Corporation (1918), pp.887-897. By this year Kelley-Spear had only three of their eight ways in operation, but they kept a stock of a million feet of timber on hand. In this way they were able to lay the keel of the steamer they built for the Shipping Board and get her in frame before any of the Government-furnished yellow pine was delivered.

#### MORE ON PERCY & SMALL

Andy Nesdall writes that our comment concerning WYOMING's model being the last tangible evidence in Bath of Percy & Small is not quite accurate, as a Bath bank has the model of the ELEANOR A. PERCY.

Frank A. Small died at Somerville, Mass., on 22 June 1917.

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Our review of a noteworthy book of the sea this time is of Paul Eve Stevenson's "By way of Cape Horn," on page 102.

## BOOK REVIEWS

McDOWELL, Carl E., and Heler M. Gibbs, "Ocean Transportation," xv. 475 pp., 10 figs., index. McGraw-Hill Book Co., Inc., New York, 1954. Price \$7.00.

Here is a badly needed, up to date textbook on ocean transportation with particular reference to American flag vessels, which is destined to be the standard work of its kind for many years to come. The authors, both formerly connected with Stanford University, have split evenly 14 of the 22 chapters, and the remainder have been written by seven specialists in the particular fields of freight forwarding and brokerage, charters, accounting, law, insurance, rates, and legislation.

Written from the viewpoint of the vessel operator, this book will be of value to anyone seeking general information on the various problems connected with that occupation today. This is especially true of the interlocking relationships of government regulation and subsidy, but the book also treats of such technical matters as ship stowage. Even the topic of tonnage, on which a great many authors have foundered, is adequately and accurately discussed.

HERRESHOFF, L. Francis., "Capt. Nat Herreshoff; the wizard of Bristol. The life and achievements of Nathanael Greene Herreshoff, together with an account of the yachts he designed," 349 pp., 46 figs., 48 pl., index. Sheridan House, New York, 1953. \$7.50

Here in book form is the series that ran for several years in "Rudder," telling of the design and building achievements of the Herreshoff family. An appendix gives a partial list of the Herreshoff-built boats, in alphabetical order.

LEARMONT, James S., "Master in Sail," 228 pp., 11 pl., glossary; index. Second and revised edition. Percival Marshall, London, 1954. Price 12s 6d.

This is a new edition of the book that we reviewed in May 1951. A colored frontispiece and 5 plates by John Grier have been added, as well as photographs, a glossary, and an index. The main text change concerns the names of ships lost with Callao ballast, on p.156.

Captain Learmont was an outstanding British sailing ship master, and his autobiography makes fascinating reading. We recommend this book most highly to all who are interested in ships of sail.



McEWEN, W.A., and A.H. Lewis, "Encyclopedia of Nautical Knowledge," 618 pp. Cornell Maritime Press, Cambridge, Md., 1953. \$12.50

It is hardly correct to describe this work as an encyclopedia; rather, it is a discursive dictionary. The senior author is a Bluenose shipmaster, co-author of the "Merchant Marine Officers' Handbook," who, upon retirement as a Commander in the U.S. Coast Guard in 1947, took over a compilation begun by the junior author in 1943.

The book is up to date in such matters as the Rule of the Road and radar; at the same time it has no definite cut-off date for historical references and sometimes goes back to classical Greek terminology. Sailing vessels and small craft are well covered, although the lack of illustrations is a drawback. The information pertaining to naval terminology refers only to the United States service.

Among American vessel types, tern, buck-eye, mosses boat, pungy, and skipjack are all represented; Peterhead boat and ram are missing. Barkentine is defined as a three- or four-masted vessel, with no mention of the five- and six-masters. Under "measurement" it is stated that the Moorsom system was not adopted until 1894, which is 50 years too late, and that "new measurement" (which is given in an incorrect formula) gave a greater tonnage than the Moorsom system that replaced it. Actually, Moorsom chose the factor of 100 cubic feet to the ton because it yielded almost exactly the same total tonnage on the United Kingdom register as the systems it replaced.

Faults like these are few, however, and the "Encyclopedia of Nautical Knowledge" should prove a useful reference work.

DUGAN, James, "The Great Iron Ship," xv, 272 pp.; 30 ill.; index. Harper & Brothers New York, 1953. Price \$3.50.

We reviewed the serial version of this book, which appeared in the "New Yorker," in October LOG CHIPS. It has now appeared in book form, with illustrations, and is as readable as before. The skeleton story, which we still doubt, is still there.

Comparison of the book version with the condensed magazine version is instructive, and in a few cases the careful editing given by the "New Yorker" has resulted in a more accurate text. For example, the book version has the GREAT EASTERN touching at Old Point Comfort on the way from New York to Cape May; the magazine had her correctly placed.

ROBERTSON, R.B., "And then there was whale," "New Yorker," 9 Jan. 1954 and three following issues.

The account of a modern whaling expedition to the Antarctic, as told by a medical man who went in the 1950-51 season, this is an excellent description of the industry. The factory ship is not named, but is probably one of the Salvesen fleet out of Leith.

MONTAGU, Ewen, "The man who never was," 160 pp.; 24 ill. J.B. Lippincott Co., Phila. & N.Y., 1953. Price \$2.75.

This purports to be the account of how a corpse, loaded with faked documents, was set adrift off the Spanish Coast to mislead Axis intelligence as to actual Allied intentions on the invasion of Sicily. Exactly how a large container of solid carbon dioxide could be kept in a submarine without asphyxiating the crew is not made clear, although all the other details hang together and make a good yarn.

PETREJUS, E.W. "Ships of all ages." 16 drawings, 6" x 9", in a portfolio. De Esch Ltd., Hengelo, Holland. Available in USA from Model Shipways, 476 Main Street, Fort Lee, N.J. Price \$1.00.

Beautifully executed copies of photos of models and old prints, from "W.A.'s" car-rack of 1450 to a steel bark.

COLMAN, Addie Cushing, "Captain Moses Rich Colman, master mariner; letters of a clipper ship captain."

We reviewed this in LOG CHIPS for August 1950; it is now available from Mrs. Colman at Box 221, Greenbush, Mass., for \$3.50.

STRÖM, S.A.E. (Editor), "The annual Dog Watch, no. 10," 128 pp.; ill. Shiplovers' Society of Victoria, Box 1169K, GPO, Melbourne. Price 4s 6d Australian.

This 1953 edition of the "Dog Watch" contains the usual excellent assortment of short articles, mostly reminiscent of sailing ship days. A good item is an account of the abandonment of the ss JEDDAH, source of Conrad's "Lord Jim."

KLEM, Knud, and Louis E. Grandjean (editors) Arbog 1953. Handels- og Søfartsmuseet på Kronborg. 137 pp.; ill.

The yearbook of the Trade and Shipping Museum at Kronborg contains several interesting articles, ranging from an excavation of a Middle Age grave to notes on the maritime history of Marstal.



STEVENSON, Paul Eve, "By way of Cape Horn; four months in a Yankee clipper."

Paul Eve Stevenson was a native of New York City, born in 1868. His family seems to have been well off, for he was educated in private schools before attending Columbia University. In 1893 he married Maud Zeilin of Germantown, Pa., and the following year persuaded his new wife to accompany him on an ocean voyage in a sailing ship.

Stevenson wished to make the Cape Horn voyage, but his wife preferred to try an easier voyage first, so they settled on the British skysail-yard full-rigger BANGALORE, Capt. Ray Congdon, bound from New York to Calcutta with 67,500 cases of kerosene loaded at Bayonne, N.J. They left New York on 1 July 1894 and arrived Calcutta on 8 November, leaving the ship at Budge Budge and returning home by steam.

In 1897 Lippincott of Philadelphia published Stevenson's account of the voyage under the title "A deep-water voyage" (287 pp.), and in the same year the Stevensons decided to make another voyage, this time around Cape Horn. This time they chose the Thomaston-built full-rigger CYRUS WAKEFIELD, Capt. F.T. Henry, which loaded a general cargo in Flint & Co.'s line for San Francisco, sailing from New York on 11 May 1897.

San Francisco was reached on 19 September with one of the crew in irons for having stabbed the 2d mate; he pleaded self defense and was acquitted. "By way of Cape Horn" is Stevenson's account of the voyage, published by Lippincott in 1898 (410 pp; 14 ill.; mostly from photos by the author). There was an English edition the same year, and the book had a second edition in 1899 and a third in 1900.

The libel laws being what they are, Stevenson had to take considerable pains to disguise the identity of the principal characters in his book. Thus the WAKEFIELD is called the HOSEA HIGGINS and her rival on the passage, the JABEZ HOWES, Capt. Clepp, is the JUDAS DOWES; while Captain Henry appears as Abner Scruggs. Here, for the record, is the list of men shipped aboard the ship CYRUS WAKEFIELD of New York by John Rosenfeld Sons on 8 May 1897:

Name	Rating	Pay
H.N. Lamberth	Mate	\$50
Thos. Marks	2d Mate	35
Matt Finnan	Carpenter	35
John Frank (f.t.j.)	Steward	40
Jim Jonges (substitute)		45

Tai Tan	Cook	\$30
H. Sears	Sailmaker & boatswain	20
Edward Kelly	"	20
Nils Neilson (f.t.j.)	Seaman	18
J. Peterson (substitute)	"	18
Pat Ryan	"	18
A. Halvorsen (f.t.j.)	"	18
C. Schmidt (substitute)	"	18
E.D. Broadhead	"	18
Charles Hahn	"	18
Nick O'xaney	"	18
Edw. Murphy	"	18
Geo. Habers	"	18
A. Johanson	"	18
J. Wirth	"	18
Saml. Jones	"	18
Charles Mark	"	18
David Colman (f.t.j.)	"	18
L. Kollen (substitute)	"	18
T. Nelson	"	18
John Johansen (f.t.j.)	"	18
Leo Grauf (substitute)	"	18
Timothy Powers	"	18
Saml. Levy	Boy	1

(Those marked f.t.j. failed to join, and the substitutes were engaged in their places.)

As one of the very few accounts by an impartial observer, Stevenson's book is well worth reading for his observations on the treatment of fore-castle hands by the officers in Yankee Cape-Horners. He notes that charges were brought against both mates by three seamen, and he fully supports them; but when the case came to trial the complaining witnesses were not available, having already been shanghaied aboard an outward-bounder; and the case was dropped.

Maud Stevenson figures little in her husband's account of the voyage, and it would have been interesting to have her account of it, particularly in view of the fact that Paul Eve Stevenson Jr. was born in February 1898.

An ardent yachtsman, Stevenson Sr. was a member of the N.Y. Yacht Club and several other clubs. His orange burgee with a black chevron flew over the 72' sloop THE-TIS and later over the 37' lugger GHOST of Nassau, B.W.I. In 1905 he was a member of the afterguard of the yawl AILSA in the transatlantic race for the German Kaiser's trophy, and in 1907 the Rudder Publishing Company brought out his "Race for the Emperor's Cup" (223 pp.), a full account of the race.

Stevenson was for a time on the staff of the N.Y. "Herald", and he wrote several magazine articles based on his experiences. He died of pneumonia on 19 Dec. 1910.



## NEWS AND NOTES

## "THOMAS W. LAWSON" BIBLIOGRAPHY

Mr. Howard L. Jennings, 802 Cafritz Bldg., Washington 6, D.C., has sent us a six-page bibliography of the great steel seven-masted schooner THOMAS W. LAWSON.

It all started, we understand, when Mr. Jennings bought a model of the schooner two years ago in Canada. In search of her history, he has subsequently collected enough material to fill five scrapbooks, including 51 different "official" ways of naming her masts.

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## NAVY RELICS' FATE NEAR

In its current appropriation bill, the U.S. Navy is asking for funds to maintain the CONSTITUTION and authority to dispose of the CONSTELLATION, HARTFORD, OLYMPIA, and OREGON. There is some feeling at Baltimore that the CONSTELLATION, which replaced the frigate of that name built at Baltimore in 1797, should be preserved at that port; but we understand that she is in such poor condition that it is unlikely this will prove feasible.

There is also some interest in preserving the HARTFORD at Mobile; while Connecticut also has expressed a desire to bring her to that state. The two Spanish War relics, OREGON and OLYMPIA, are probably past saving.

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## "MARIE THOMAS" NOT A RAM

Captain T. Clarke Conwell of San Francisco has sent us some notes on the MARIE THOMAS, which we listed among the rams in March 1952 LOG CHIPS.

"Frankly, I don't believe Megee built the craft as a ram," he writes. "Capt. George E. Megee was a great-uncle. My impression is that he was a diehard who believed that a vessel would pay on the Milton-Philadelphia run, and that is the model he selected.

"While large vessels were built in Milton, it is obvious that none of them could traverse the river in other than absolutely light condition. They were simply built there for trading elsewhere. Local trading vessels were of very shoal draft, 5' or so.

"I was seven years of age when the craft burned and remember it very well. The engineers engaged a hoister to come to Milton and lift the remains onto the south bank of the river. Come to think of it, there was a report that a blowtorch had to be used to get the engine to

kick off, and that was what set her afire."

Except for a fishing vessel named WILD-CAT built in 1915, the MARIE THOMAS was the last vessel built at Milton, Captain Conwell tells us. He believes the last Milton-built vessel to survive was the WM. T. PARKER.

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## JERRY MAC MULLEN AT SERRA MUSEUM

As of 1 January, G. F. MacMullen, author of "Paddle-wheel days in California" and "Ships of the Redwood Coast," became Managing Director of the Junipero Serra Museum of the San Diego Historical Society. He replaces John Davidson, who had held the position as long as we can remember.

A veteran San Diego newspaperman, a founder of the San Diego Maritime Research Society, and a Commander in the Naval Reserve, Jerry is uniquely qualified for his new position, and under his guidance we expect to see the Museum pay more attention to the history of San Diego as a seaport. The Serra Museum is located at 2727 Presidio Drive, on a site that commands a splendid view of the San Diego River valley and the Pacific Ocean, and is well worth a visit.

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## NEW STEAMING RECORDS

The steamship HOOSIER MARINER passed Ambrose Light Vessel at 1300 GMT, 10 Oct. 1953, and arrived off La Pallice pilot station at 1618 on the 16th, covering the 3190 mi. at an average of 21.656 knots. This record is claimed to be the fastest transatlantic crossing ever made by a cargo vessel. Unfortunately, some of the new "Mariner" class are being laid up as the Maritime Administration can find no operators for them.

The carrier USS PHILIPPINE SEA recently crossed the Pacific from Yokosuka to Alameda in 7 d. 13 hr., clipping 5.6 hr. off the record of the carrier BOXER. This distance is some 4536 miles, and the speed averages out a fraction over 25.0 knots.

The United States is in the process of adopting a new definition for the nautical mile, 1852 meters instead of 1853.248, which will mean that some of these speeds and distances will have to be refigured.

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FOR SALE-- Ship Registers & Enrollments, Saco, Me., and Ship Registers & Enrollments Machias, Me., Part I, A-L.

The two volumes, unbound for \$15 Ship Registers of New Orleans, 1804-1870, 6 volumes bound in red cloth, as new, \$20.00 Write: E. L. Dorsett, 120 Orchard Ave., Webster Groves 19, Mo.



## SAILING SHIP NEWS

BOHEMIA, 2m. Sch. Built St. Michaels, Md., 1884 and active until 1949. Two years ago taken to Jordan's shipyard on Sarah Creek, Gloucester Co., Va., for possible conversion to power boat. Summer 1953 dismantled and abandoned.

CARL VINNEN, Ger. aux. 5m. topsail sch. Scraped at Bremerhaven before October 1953.

DANMARK, Dan. aux. tr. ship. 5 Jan. on Equator; 18th arr. Kingston, Ja.; 25th left Jamaica; 10 Feb. arr. Bermuda; 13th left for home.

ERNESTINA, Port. sch. 2 Dec. left Providence for S. Vincente, CVI, with 25 tons mdse. Had been fined \$4000 because 4 alien crew members went ashore, but rebated \$3200 when they returned before sailing.

ESMERELDA, Chilean aux. 4m. tr. sch. Launched at Cadiz in June 1953 to replace ALMIRANTE BAQUEDANO. Was started in 1943 for the Spanish Navy as an enlarged version of JUAN SEBASTIAN DE ELCANO.

FANTOME, Canad. aux. 4m. sch. yacht. Arr. Sorel, P.Q., from Seattle prior to 11 Jan. Sincennes-McNaughton Line, her new owners, are reported to be looking for a use for her instead of scrapping, in view of her good condition.

GALATEA, Span. aux. tr. bark. Called at New York in December.

GEORGE R. BRADFORD, Can. motor vessel. Built at Essex, Mass., in 1895 as a granite schooner. Sept. 1953 lost on voyage from Pictou, N.S. to Grindstone with coal.

INTREPID, Barge. Built at Mare Island 1904 as USN training ship. Long a hulk at Pearl Harbor. 16 Feb. found on beach, Long Beach, Wash., after being cut loose from TIDEWATER SHAVER, towing Honolulu to Columbia River.

LILLA DAN, Dan. aux. tr. topsail sch. Built 1953 for J. Lauritzen, Copenhagen, attached to his training school for officers at Svendborg.

MACQUARIE, hulk. Built at London in 1875 as MENBOURNE, last of the "Blackwall frigates." Traded to Australia for many years as a full-rigged ship; hulked 1908. Feb. 1953 sold for scrap and being broken up at Kissing Pt., Parramatta R., above Sydney.

MAGGIE, Sch. Dude sailer, built Dorchester Co., Md., 1871. 8 Jan. sank at Rockland, Me., when electric bilge pump froze; 15th raised by Coast Guard, but subsequently sank again from same cause.

MERCATOR, Belg. aux. tr. bktn. 4 Jan. left Teneriffe for Africa; 15th left Dakar; 30th arr. Malaga; 2 Feb. left Malaga; 19th arr. Antwerp.

SEUTE DEERN, Ger. bk. No longer used as a restaurant at Hamburg, and fate in doubt.

STAR OF THE SEA, 4m. sch. Ex ANNIE C. ROSS. Was bought in February for \$2000 by the Catholic Sea Cadets from Scott Moore and moved to Bristol Basin, E. River. The Cadets plan to refit her as a barkentine and cruise Long Island Sound with her in 1955. Photos in March "Lookout" show that considerable improvement in her appearance has already been made, although they still have a tremendous job ahead of them.

VEEMA, Aux. 3m. sch. Has been sold to Lamont Geological Observatory (Columbia University) by Louis Kenedy. Four men were washed over the side in January on voyage N.Y. to Bermuda; 3 recovered and the mate lost. (With thanks for items to Bob Burgess, Bob Goddard, Gordon Jones, Giles Tod, Bob Applebee, Jürgen Meyer, Earl Palmer, J.S. McCullough, and John Lochhead.)

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## IRISH PENNANTS

LOSS OF "GERTRUDE A. BARTLETT"-- We reported on p. 141 of the last volume that this three-masted schooner was abandoned on 27 Sept. 1906. Although this record is from the official 1907 "List of Merchant Vessels," it appears to be a few days in error, as shown by the following extract sent us by Harold Huycke from the diary of Mrs. A. F. McKay, wife of the master of the four-masted bark ACME:

"Sept. 21st 1906... Our position at noon was 29-19 N, 71-42 W... Last evening about 8 o'clock the mate reported a light on the starboard beam. A peculiar light, he said, a sort of flare-up. Dell went out and said he thought it was a boat as the light was so low. He changed the ship's course and bore up. As we did not seem to get nearer, we concluded he was sailing away from us, and Dell said it must be a whaler, trying out their whale oil and putting oil on the fire to keep it burning. He had often heard of ships mistaking them for distress signals. So he put ship back again on her course.

"Then we saw the flare-up several times in succession. He thought it over and concluded to change and bear down again for her and wait until daylight and make sure what it was.

"As soon as it was light enough to distinguish anything, he soon saw it was a shipwreck. So the lifeboat was got ready and as soon as we got near enough the boat was lowered and 4 men went, and soon they came back with a load-- the Captain and



Mate and Negro sailors. They set fire to the hulk before they abandoned her....She was loaded with dressed lumber, and that is what kept her afloat so long. Her decks were awash and her rail was down to the water's edge; just rolling back and forth in the swell. Her forward house was altogether gone, every mast; not a bit of rigging or sail to be seen. The after house full of water; the only dry place was the poop.

"She sprung a leak in a hurricane. It was the same storm that we got on the 7th of September, only we got only the tail end. For 15 days these poor people were without food or water. Their casks went overboard. They caught fish and condensed water in a kerosene tin, made fire on the poop deck, and cooked fish and coffee. No place to sleep, only on deck....We were the first vessel they had seen since the storm. They brought a dear little dog with them."

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FIRST GERMAN FOUR-MASTED BARK-- On p.105 of Nov.1951 LOG CHIPS we stated that RICHARD WACNER of 1886 was the first German four-masted bark and the largest sailing vessel built until 1892. Both distinctions of course belong to POLYMNIA, as F.W.Thorber has pointed out to us.

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END OF "SILVER WING"-- On p.96, in the list of three-masted schooners built in 1877, we asserted that the SILVER WING of Baltimore was lost in 1882/83. Bob Burgess reports that she is still listed in the 1913 "Record" as the IBERIA. She is not in Lloyd's for that period, but the 1897 "Record" has her as owned in Tampico, Mexico, by Domingo Trueba as IBERIA, having been largely repaired in April 1883.

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"WILLIAM J. STANFORD" NOT A RAM-- Bob Burgess writes also that the WILLIAM J. STANFORD, mentioned in January as appearing in Brewington's "Chesapeake Bay," started out as the two-master JOHN B. CONNOR, built on the St. Jones River, Del., in 1868, and lengthened and riggered with three masts about 1880. She did not have the true ram hull, although her dimensions of 89 x 23 x 5.5 feet show the ram beam; with her gross tonnage of 73 they give a block coefficient of 0.65. This ratio put her definitely out of the ram category and into the ordinary schooner classification, even though she had a bald-headed three-masted rig.

Last owned by Smith Brothers of Baltimore, the WILLIAM J. STANFORD's register was abandoned during 1947.

CORRECTIONS TO TWO SCHOONER LOSSES-- Capt. T. Clarke Conwell of San Francisco, who hails originally from Milton, Del., has sent us some notes on schooners commanded by members of his family (Conwells and Negees), and they correct notes we had on the ends of two schooners.

The four-master ARTHUR McARDLE was owned and sailed by Capt. Conwell's grandfather, Capt. Wm. H. Megee, afterward a member of the Philadelphia firm of Mitchell & Megee. He turned the vessel over to his mate, who left the schooner on a reef in the Bahamas shortly thereafter. We listed her as lost at Great Egg Harbor on p.94 of vol.1, but this should have been Egg I., in the Bahamas. She left Philadelphia for Havana on 9 April 1904 and was wrecked on the 23d.

Our entry opposite the GEORGE TAULANE JR. on p.68 of LOG CHIPS for July 1953 actually belonged to the four-master GEO. A. McFADDEN. The TAULANE was owned and commanded for a time by Capt. John R. Megee, a brother of Capt. Wm. H., and she left Belfast Ga., for Philadelphia on 18 Sept. 1909 and was lost with all hands.

Other schooners in the family include the EMMA J. MEYER, Capt. J. R. Megee, and the CHARLES A. COULOMB, Capt. Geo. E. Megee. Capt. W. B. Megee, a son of Wm. H., bought the barkentine JOSEPHINE from the Stewarts of Baltimore and riggered her as a schooner. His brother, Capt. R. D. Megee, sailed the COLLENS W. WALTON at one time. Capt. James C. Conwell had the tern A. P. NOWELL in 1884, and later the THOMAS WINSMORE and LAURA C. ANDERSON.

On 31 Dec. 1885, Captain John D. Conwell left Philadelphia in the two-master MARY G. FARR, and shortly afterward the schooner came ashore in a gale in a burned condition at Spring Lake, New Jersey. The Captain's body, and that of the Steward, were found on the beach and returned to Milton.

In November 1929, an individual looking for bottles in which to package bootleg liquor found a bottle on the beach at Cape May in which was the note: "Aboard the MARY G. FARR. Five gaining in hold. Can no longer ride out gale. About to take to long boat. God help us all."

The Coast Guard forwarded the message to Milton, where it was compared with the will of Captain Conwell and found to be in his handwriting.

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THREE-MASTED SCHOONER LIST CONTINUED

On the following page we list three-masters built in 1875, continued from page 96.



## SQUARE-RIGGERS BUILT IN DENMARK SINCE 1869, by J.MALLING

Name	Rig	Gross	Place where built	Builders	First home port
				1869	
FYN	Bark	328	Korsør	A.Petersen	Copenhagen
				1870	
J. S. PONTOPPIDAN	Bark	302	Elsinore	Rohmann & Barfoed	Elsinore
				1873	
FAMILIEN	Bkn	201	Marstal	J.J.Bager	Marstal
				1874	
FREDENSBORG	Bark	342	Elsinore	Rohmann & Barfoed	Elsinore
PANDA	Bark	341	Aalborg	J. Vang	Liverpool, Eng.
				1875	
CECILIE	Bark	251	Rudkøbing	S. Boas	Rudkøbing
MICHELLE SELCHAU	Bark	475	Elsinore	J. H. Løve	Copenhagen
				1876	
SØRINE	Bkn	265	Nordby	Chr. Graff	Nordby
				1878	
CHRISTIAN IX	Bkn	216	Marstal	J.J.Bager	Marstal
				1879	
KIANA	Bkn	204	Marstal	H.J.Bager	Marstal
				1880	
ERIK	Bkn	217	Svendborg	J. Ring-Andersen	Svendborg
				1882	
AMETE	Bkn	307	Nordby	S. Abrahamsen	Nordby
GEORG STAGE	Aux. Iron Ship	298	Copenhagen	Burmeister & Wain	Copenhagen
				1883	
DANMARK	Bkn	226	Faaborg	R. Møller	Faaborg
EDEN	Bkn	228	Svendborg	P. Troensegaard	Svendborg
JOHANNE	Bkn	234	Svendborg	P. Troensegaard	Marstal
MAREN	Bkn	223	Marstal	J. O. Christensen	Marstal
NIELS JUEL	Bkn	241	Marstal	F. Hansen	Marstal
NORDEN	Bkn	239	Marstal	H. J. Bager	Marstal
				1884	
EVA	Bkn	233	Rudkøbing	S. Boas	Rudkøbing
IGNATZ BREUM	Bkn	232	Svendborg	J. Ring-Andersen	Svendborg
SKIRNER	Bkn	232	Marstal	H. J. Bager	Marstal
SKJOLD	Bkn	246	Marstal	F. Hansen	Marstal
VERDANDE	Bkn	299	Nordby	S. Abrahamsen	Nordby
AERØ	Bkn	239	Svendborg	P. Troensegaard	Svendborg
				1885	
EMBLA	Bark	402	Nordby	S. Abrahamsen	Nordby
FUGLEN	Bkn	232	Marstal	J.O.Christensen	Marstal
MARIE	Bkn	214	Svendborg	J. Ring-Andersen	Svendborg
				1886	
ARKEN	Bkn	197	Marstal	J.O.Christensen	Marstal
HVIDBJØRNEN	Aux. Bark	388	Elsinore	Rohmann & Barfoed	Copenhagen
NYBORG	Bkn	284	Nyborg	P. Petersen	Nyborg
				1887	
JØRGEN OLSEN	Bkn	309	Marstal	J. O. Christensen	Marstal
NANNA	Bark	377	Marstal	S. Abrahamsen	Nordby
				1888	
HANS	Bkn	238	Faaborg	R. Møller	Marstal
				1889	
HANSIGNE	Bkn	204	Marstal	F. Hansen	Marstal
LAURA	Bark	384	Nordby	S. Abrahamsen	Nordby
				1891	
ALEXANDRA	Steel Bark	655	Copenhagen	Burmeister & Wain	Copenhagen
FREDENSBORG	Bkn	294	Marstal	J. O. Christensen	Marstal
HUON (or HYON)	Stl. Bk	1130	Elsinore	Helsingør Skibsvt.	Elsinore
SØRINE	Bark	398	Nordby	S. Abrahamsen	Nordby



1892

AGENT PETERSEN	Bark	336	Marstal
ASTRAEA	Bkn	255	Rudkøbing
DANMARK	Steel Bark	1467	Copenhagen
FAVORITA	Steel Bark	1437	Elsinore
MAGNET	Steel Bark	1469	Copenhagen
PAUL	Bark	399	Nordby
PRINS VALDEMAR	Stl.Bk.	1361	Elsinore

F. Hansen	Marstal
J. Boas	Rudkøbing
Burmeister & Wain	Copenhagen
Helsingør Skibsvt.	Hamburg, Ger.
Burmeister & Wain	Hamburg, Ger.
S. Abrahamsen	Nordby
Helsingør Skibsvt.	Nordby

1893

ANSGAR	Bkn	301	Marstal
EMILIE	Bark	409	Nordby
PRINSESSE MARIE	Stl.Bk.	1408	Elsinore
SAGA	Bkn	285	Marstal

J. O. Christensen	Marstal
S. Abrahamsen	Nordby
Helsingør Skibsvt.	Nordby
L. J. Bager	Marstal

1894

HANS	Bark	408	Nordby
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S. Abrahamsen	Nordby
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1895

MATHILDE	Bark	413	Nordby
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S. Abrahamsen	Nordby
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1896

H. C. CHRISTENSEN	Bkn	314	Marstal
THORA	Bark	411	Nordby

J. O. Christensen	Marstal
S. Abrahamsen	Nordby

1898

SØSTRENE	Bkn	338	Marstal
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J. O. Christensen	Marstal
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1902

CAROLINE KOCK	Stl.Bkn	219	Marstal
JOHANNES	Stl.Bkn	317	Rønne

J. O. Christensen	Marstal
Bornholms Maskinfk.	Rønne

1903

MARIE	Stl.Bkn	325	Rønne
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Bornholms Maskinfk.	Rønne
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1904

ARKEN	Bkn	272	Marstal
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J. O. Christensen	Marstal
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1907

VIKING	Stl.4m.Bark	2952	Copenhagen
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Burmeister & Wain	Copenhagen
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1911

CAROLINE	Bkn	219	Marstal
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L. Johansen	Marstal
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1918

AERØ	Bkn	275	Marstal
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E. Eriksen	Marstal
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1919

ELISABETH	Bkn	278	Marstal
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E. Eriksen	Marstal
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1920

SINE	Bkn	242	Marstal
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E. Eriksen	Marstal
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1921

HUSAVIK	Bkn	347	Marstal
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E. Eriksen	Marstal
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(There were no vessels in this category built in 1871, 1872, 1877, 1881, 1890, 1897, 1899-1901, 1905, 1906, 1908-1910, or 1912-1917. After 1921 there were only the two following auxiliary training ships:)

1932

DANMARK	Aux.Stl.Ship	900	Nakskov
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Nakskovs SkibsA/S	Copenhagen
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1935

GEORG STAGE	Ax.Stl.Ship	298	Fredrikshavn
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Fredrikshavn Vaerft.	Copenhagen.
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The above list has been compiled for LOG CHIPS by Mr. J. Malling of Copenhagen, an attorney and a well-known student of sailing ships. We hope later to have a list of Danish four-masted schooners from him.

Regarding the steel vessels, he writes: "During the '80's, the big firms in Hamburg placed a lot of money in sailing ships under the Danish flag. Up to 1905, Knøhr & Burchard had money in all Danish iron or

steel square-riggers."

It will be noted that except for the training ships there are no full-riggers in the list. Denmark built many full-rigger East and West Indiamen in the previous decades, however; one named CIMBER, built at Apenrade about 1857 is illustrated in Vol.14 of "Ballou's Pictorial" for 1858, p.408; she was of 2800 tons and made the run from Liverpool to San Francisco in 104 days.